

- c. Water or other contaminants in the fuel.
- d. Clogged fuel line.
- e. Clogged air filter element.

Engine Loses Power

- a. Carburetor incorrectly adjusted.
- b. Engine overheating.
- c. Improper ignition timing.
- d. Incorrectly gapped spark plug.
- e. Weak ignition coil.
- f. Faulty contact breaker points (models so equipped).
- g. Weak CDI pulse generator (models so equipped).
- h. Obstructed muffler.
- i. Dragging brake(s).

Engine Lacks Acceleration

- a. Carburetor mixture too lean.
- b. Clogged fuel line.
- c. Improper ignition timing.
- d. Improper valve clearance.
- e. Dragging brake(s).

ENGINE NOISES

1. *Knocking or pinging during acceleration*—Caused by using a lower octane fuel than recommended or by poor fuel. Pinging can also be caused by using a spark plug of the wrong heat range. Refer to *Spark Plug Selection* in Chapter Three.

2. *Slapping or rattling noises at low speed or during acceleration*—May be caused by piston slap (excessive piston to cylinder wall clearance).

3. *Knocking or rapping while decelerating*—Usually caused by excessive rod bearing clearance.

4. *Persistent knocking and vibration*—Usually caused by excessive main bearing clearance.

5. *Rapid on-off squeal*—Compression leak around cylinder head gasket or spark plug.

EXCESSIVE VIBRATION

This can be difficult to find without disassembling the engine. Usually this is caused by loose engine mounting hardware.

FRONT SUSPENSION AND STEERING

Poor handling may be caused by improper front tire pressure or uneven rear tire pressure, a damaged or bent frame or front steering components, a worn front fork assembly, worn wheel bearings or dragging brakes.

BRAKE PROBLEMS

A sticking drum brake may be caused by worn or weak return springs, dry pivot and cam bushings or improper adjustment. Grabbing brakes may be caused by greasy linings which must be replaced. Brake grab may also be due to an out-of-round drum. Glazed linings will cause loss of stopping power.

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